

der Bayerische

NATIONAL CAPITAL CHAPTER BMW CAR CLUB OF AMERICA

*So...
You Want To Go ITB Racing?
See Story Page 16.*



JULY/AUGUST 1993

der Bayerische

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Vol. 23 / Number 4



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Cover

*Ed York fending off a fierce charge
by John Weaver in the carousel
during an ITB race at the Point.*

Photo by Chris Leeper

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President's Message

John "Jack"
Kenworthy

Recently Sarah & I have felt like the new M3. No, not sleek and expensive, but going through life not knowing our ultimate destiny. The M3 sits at the Motorsport facility, wondering if it will ever get to lumber along at 55 on I-95. I'm sure the excitement of possibly screaming through Maryland at 55 is more than it can take! Sarah and I wake up wondering if and when we will head west. For a brief moment it appeared we could make O'Fest in transit to San Diego. Then Thanksgiving in Washington became possible. Well, according to my latest reading our fates are similar. The M3 can forget being driven down the chute at Summit Point at 110, and we can forget living in San Diego. For all of the obvious reasons, I've chosen to "jump ship" and become a civilian. This allows us the opportunity to call Washington home. Please submit any job offers to me directly! (Seriously) We didn't want to say good-bye anyway!

April & May proved to be as much fun as I had hoped for. Bonnie and Woody's tour to Peaks of Otter was absolutely perfect. (I think Bob and Candy are hooked). We had a record number of cars at the Deutsche Marque Concours. (Great job Paul!). Maifest driver's

school was highlighted with the **Yokohama/Radial Tire Maifest Dinner**. Our sincere appreciation goes to Paul Moorcones for his generous financial support. Because Radial Tire generously provided dinner to participants, we collected over \$1,000 in "dinner dollars" from participants to donate to S.O.M.E. (So Others May Eat). The grand finale of the months came with the Jefferson 500, highlighted by our dear friend David Hobbs.

As a token of appreciation for his time, we gave Mr. Hobbs a Mont Blanc Meisterstuck Fountain Pen. That may have been the best \$300 the club has spent, as David was ecstatic when Chris Leeper and I presented it to him. (Chris, don't cry over spilled ink.)

At Maifest I had the honor to present plaques to the people who work so hard in our chapter. The 30 minutes spent passing those out was the most enjoyable part of being the chapter president. A lot of hard work goes into this chapter, and I am grateful to all of you. Display your plaques proudly. (Thanks for not killing me Jennifer!)

I look forward to a fun summer. I hope you can make it out to the crab feast in August.

Have Fun! ☺



Chapter President, John Kenworthy presents Paul Moorcones of Radial Tire and Jeff Harmon of Yokohama each a plaque in appreciation of their support of the National Capital Chapter.

Photo by Chris Leeper

1993 CALENDAR

JULY

Mon 5.....	Firecracker Drivers School
Sun 11.....	MARRS Corral
Sat 17.....	Mid-Winter Tour
Sun 18.....	Heatwave Autocross
Sun 25.....	Championship Auto-X
Fri 30.....	der Bayerische Deadline for Sept/Oct Issue

AUGUST

Sat 7.....	Annual Crab Feast
Mon 16.....	Hot Shoe Drivers School
Mon/Fri 23-27.....	Oktoberfest (California)

SEPTEMBER

Sat 11.....	Orioles Outing
Sun 19.....	Bavarian Inn-Oktoberfest
Mon 24.....	der Bayerische Deadline for Nov/Dec Issue
Sat 25.....	Lothar Tech Session

OCTOBER

Sun 3.....	Vintage Race Corral
Mon 11.....	Fall Drivers School

MID-WINTER CATHARSIS TOUR

a.k.a. Stouts (sic) Brewery Tour
Saturday, 17 July
Time: 10 a.m.

Well, it's mid-winter in Buenos Aires... Our mid-winter tour didn't go off as planned, a victim of snow, of all things, so we've rescheduled it for the middle of July. Expect ice-free roads, unless someone dumps the remains of his Big Gulp out the window, and top-open/top-down motoring with the resident club driving junkies as we venture into Amish country. Our destination still is Stoudt's Black Angus Restaurant and Stoudt's Brewery, where we'll have a tour of this award-winning operation. And, the outdoor beer garden ought to be open, too! Contact Dwight Derr at 410/889.9578 evenings and sign up. Reservations are on a first-come, first-served basis.

Directions: From D.C. take I-95 north to I-695 (Balt. Beltway) north towards Towson to Exit 23N (Falls Rd.) Right at first light (Joppa Rd.) Go approximately 200ft, turn left onto Station Drive. And look for the BMWs! (P.S. Bring your helmet for Malibu Gran Prix on Sunday.)

HEAT WAVE AUTOCROSS

MERCHANT TIRE / N.C.C.

Sunday, July 18

Tech: 9:00am

1st Heat: 10:00am

Lunch: 12:00pm

2nd Heat: 1:00pm

Cost: \$10.00 for each heat

If you have never autocrossed before you will not want to miss this event. Autocross is a timed event where a course of pylons is set up in a parking lot. Speeds do not exceed 45 mph. This event will not only teach you the basics of autocrossing but also help with your day-to-day driving skills.

We will have two different courses for this event. In the morning we will set up one course. Lunch will be provided by Merchants Tire. During lunch we will change the course so you can either run the morning heat, afternoon heat, or both.

Due to a problem with finding a lot the exact location has not been decided. **Please call for directions and location.**

In order to prepare your car for this event you should:

- remove all loose objects from the interior of your car;
- make sure brakes & steering are in good working order;
- inflate tires to 40 lbs. in front and 38 lbs. in rear (most BMWs).
- clean windshield of all road debris (makes the car much faster and helps in cornering)

If you have a helmet bring it along; if not we will have loaners.

Registration and Information call Dave, 301/317.1461 eves.

continued on next page

Coming Events

continued

MWSSC/NCC CHAMPIONSHIP AUTOCROSS

DATE: JULY 25, 1993

LOCATION: NATIONAL SECURITY
ADMINISTRATION LOT

PRICE: \$12 Club Members

\$15 Non Club Members

TIME: Tech and Registration opens at
9:00

1st Heat 10:00

2nd Heat 11:45

3rd Heat 1:30

4th Heat 3:45

Now that you have done a club autocross maybe it's a good time to do a championship event. This autocross is a part of a series of 12 autocrosses put on by different car clubs in the Washington area.

The preparation for a championship event is the same as our club events and the course layout is basically the same.

For this event pre-registration is highly recommended. Due to the amount of work it takes to put on this type of event we are asking all club members to work at least 1 heat. Even if you are not planning on participating we could use your help. When you call to pre-register please tell what heat or heats you would like to work.

DIRECTION: From D.C.: Take the Balt. Wash. Parkway to exit 32 South (Ft. Meade) Go straight thru light and park on right.

INFORMATION & PRE-REGISTRATION: call
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Saturday, August 7
1:00pm till Dusk

Last year it was cold and rainy and they still came. Can you imagine with 85 degree weather and bright sun how crowded it will be this year? Yes folks, it is time again for summer (well pretty near time) and we will all be ready for some tasty blue crabs. This year we will be taking paid reservations only. So please mark your calendar and send me a check for \$12.50 per person and we will save you a spot at the table, a mallet or two and plenty of cups (remember no Club-provided beer). Also, there will be an informal peoples' choice concours.

Send \$ to: Michael Early (see mailing info on officers page).

Directions: 95 South or North (depending on which direction you are coming from) to 195 towards BWI take your 1st exit off of 195 onto route 1 South, follow sign off of exit ramp into the park.

O'RIOLE OUTING - O'S VS. OAKLAND

Saturday, 11 September
Time: 7:30pm

Get your popcorn, hotdogs, cold... This event sells out every year so please get your tickets in advance by sending me \$7 per ticket and a self addressed stamped envelope. The seats aren't on 1st base but you're in the park and the view is great. 1ST COME, 1ST SERVE. Send \$ to: Michael Early (see mailing info on officers page). ☛

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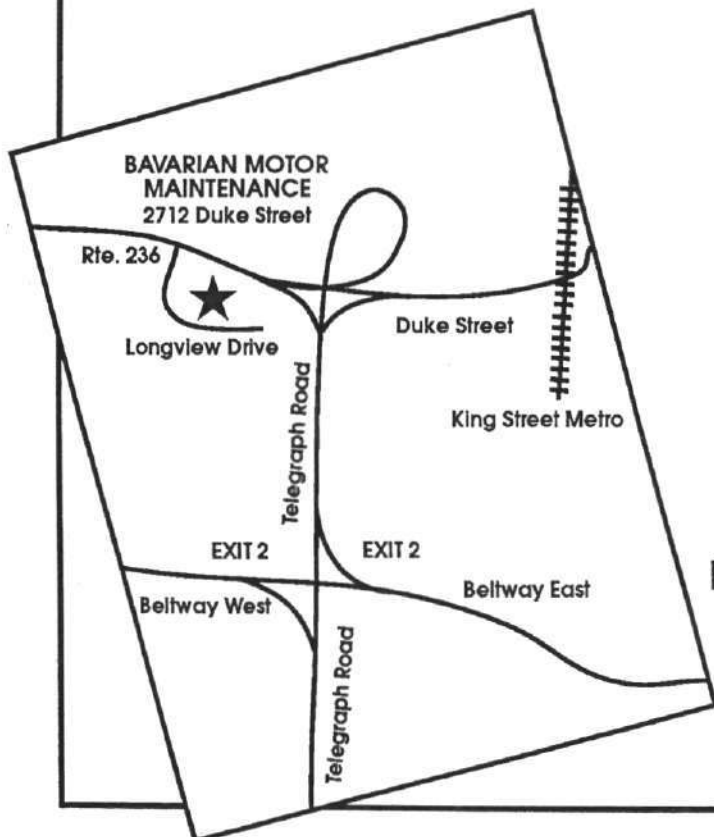
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Open Letter to BMW CCA Members

As a concerned, active and participating CCA member I have learned of proposed actions by the current Board of directors that will not only affect me personally but the democratic principle on which our club was founded.

My name is Richard Conway, past president of the Tarheel chapter, and most recently, Director of the 20th Anniversary of BMW MOTORSPORT. During the 14 long hard months of organizing and literally fighting to assure the occurrence of that unprecedented cooperative event, I had the opportunity to work with many members of the board. While doing so, I performed many if not all of the functions required by service on the board, giving me all of the experience and more, perhaps, than brought to the position of president by any previous candidate.

Many months ago, I notified members of the board of my intention to run for the office of President next term. Should the amendment to the bylaw they are now proposing, making it mandatory to have previous Board experience, be passed by the membership, I will be deprived of my right as a BMW CCA member to run for that office, a right never before denied anyone in the history of the club.

I feel I have the qualifications to be President of the BMW CCA, capable of improving relations with BMW NA, BMW Manufacturing USA, BMW AG, the International Council of BMW Clubs, and the media as I continue to maintain direct and positive relations as I have for the past numerous years. In organizing the Motorsport anniversary, for the first time ever, I accomplished the unbelievable task of bringing together these distinct and diverse groups, club members, manufacturer, private and professional racers, major race sanctioning group presidents and media. I brought to America, for the first time, many European championship race cars, drivers, and Motorsport executives. My personal involvement in the location and restoration of various historic BMW race cars has kept an open channel of communication with all these groups. I have been an active participating member for more than 14 years, an O'fest participant for a decade, drivers schools (student and instructor), autocross, concours, rally total enthusiastic involvement in all aspects of our club.

I am proud to be associated with the finest automobile club in the world as I not only share in activities within the United States but am active in BMW clubs Europa. I enjoy a pleasant and favorable rapport with international council members and presidents of different clubs within Germany and other countries around the world.

I ask the membership not to approve the proposed bylaw change concerning previous national board experience. National board experience does not guarantee needed qualifications. I have the positive support of past BMW CCA Presidents Phil Marx and Stan Simm and I ask for your support too. Vote NO to the proposed amendment to the bylaw.

Sincerely,

Richard Conway

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PEAKS OF OTTER TOUR

by Rich and
Marta Bullis

The overnight Spring Tour to the Peaks of Otter on the Blue Ridge Parkway was a terrific event. Being only our second tour since joining the National Capital Chapter, it was a little bit of a new experience for us, and definitely an exciting one.

Everyone met at the Shoney's in Manassas on the morning of April 24. We had a good showing from the club and everyone seemed anxious to discover the path that Woody and Bonnie had chosen for us. Our fleet of BMWs departed Shoney's at about 9:40 am. The tour was not timed, so everyone was free to stop to take pictures and sightsee. The 225 mile drive took us through scenic mountain roadways and passed many points of interest, including the Brandy Station Battlefield, the site of a Civil War cavalry battle; the Prince Michel Vineyards; and Crabtree Falls, the highest falls in Virginia. The weather cooperated, giving us a perfectly beautiful day for driving. At our first scheduled stop in Standardsville, members from the Tidewater, Blue Ridge, and Tarheel chapters joined us for the event.

Our second scheduled stop brought us to

Nellysford, Virginia for lunch. The Stoney Creek Tavern, where most of us ate, provided good food and courteous service. We left the tavern, "zeroing" our odometers, refreshed and full of enthusiasm for what lay ahead on our journey to the Peaks of Otter. The drive included narrow roads with blind turns and one-lane bridges. The winding mountain roads proved to be somewhat of a challenge, if not for the drivers, then definitely for the white-knuckled navigators!!

When we reached the Peaks, everyone checked in to their rooms and met back at the parking lot of the lodge for a wine and cheese social gathering. Despite the drop in temperature due to the elevation, the good conversation and "bimmer bonding" was not hampered. Later we enjoyed a late dinner at the Lodge's restaurant and more socializing and "bimmer" discussion.

On Sunday, the weather was every bit as beautiful as the day before. Everyone went in different directions to spend their day enjoying the various points of interest near the peaks, as well as those on the drive back home.

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We all enjoyed a terrific tour and a beautiful weekend. Thanks to Bonnie Butler and Woody Hair for all of their hard work in planning a great tour! 🌟



Photo by
Marta Bullis



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**National
Capital
Chapter
Celebrates
MAIFEST '93
At Summit
Point**

by Al Zavala

For the first time in many years our Maifest celebration took place during the month of May, on Mother's Day weekend May 8 and 9. The weather could not have been better. Clear blue skies and warm temperatures was the setting for our biggest two-day school; just as the school coordinator had promised!

The weekend was sponsored once again by our friends **Radial Tire Co.** and **Yokohama Tire**. Representing Radial Tire Co. was president Paul Moorcones, and on behalf of Yokohama Tires, Jeff Harmon.

Those of us who attended were treated to an excellent catered dinner "al fresco", where we dined and wined (if you brought your own) under large event tents. It was truly a wonderful evening made possible by our generous sponsors.

Saturday's attendance was a little bit better than Sunday's, but the schools ran smoothly and successfully for students on both days.

As always, a lot of work and effort goes into our schools and our club magazine by a bunch of people, some of whom you see and some who

remain anonymous. Prior to the Maifest dinner, our club president Jack Kenworthy honored those people by presenting them with plaques for their hard work, dedication, and continuous support of club activities. Those presented with awards were: Bob Gammache, Chris Leeper, Dave Roach, Mike Early, Jenny Nazarko, Sarah Kenworthy, Dick Bergen, Paul Vessels, Kevin Cowley, Terry Luxford, Debbie Baker, and Mike & Paulette Leeper. If these names sound familiar to you, they very well should, as they encompass most of our Board of Directors.

In addition, a special recognition award plaque was presented to Paul Moorcones and Jeff Harmon in appreciation for their continued support of National Capital Chapter events. Congratulations to all!!

Our next Drivers School will take place on Monday, July 5th, our traditional "Firecracker Drivers School". We look forward to seeing you out there!! If you have not joined us for a driver's school yet, what are you waiting for? Ask anyone who has been to one and ask them how much fun they've had. Give it a try!!

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The whole MAIFEST gang at Summit Point.

Photo by Chris Leeper



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Next In Line

by John Hartge

"New 325i Convertible made its U.S. debut at the New York Auto Show in April. The car, with optional pop up rollbars, makes its showroom debut in July, starting at \$38,200."

U.S. M3?

BMW of North America remains quiet about a high-performance 3-series for the United

States. The 286 horsepower, 6-cylinder M3 is available by special order in Canada, but at close to \$50,000 U. S.

At the New York auto show in April, North American C.E.O. Karl Gerlinger was asked if the V8 would find its way into the 3-series body. Gerlinger was vague saying only, "We

*The 325i Convertible debuted in the Big Apple in April.
Photo by John Hartge*



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build the world's best 6-cylinders, so we have to leave some bodies for the 6-cylinders."

That does not mean a V8 is not a possibility, but as an alternative BMW could use a stroked 2.5 liter 6. German tuners like Alpina and Hartge develop such engines. At about 2.8 liters, the twin-cam 6-cylinder would

develop nearly as much horsepower as the 3.0 V8 and would weigh less. A 2.8 engine still would have to meet U.S. emission tests, but would be relatively cheap, if BMW is trying to keep the price of an M3 type vehicle down-to-earth for the U.S. market. ●

Next In Line



The 325i Convertible should be in the U.S. Showrooms come July.

Photo courtesy BMW NA

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First—Time Driver at Summit Point

by Alice Keefe

On Saturday, March 20, I attended the High Performance Drivers School at Summit Point, WV. About midway through the day, I suppose some of my enthusiasm was detected and, as a result, I was asked to author an article describing my day's experience. Hopefully, what I have to report will encourage some of you who have not yet experienced a Drivers School to do so. For me, participating in the School was a tremendously beneficial learning experience and the day was a great deal of fun! I learned so much more about my car: how it performs under potentially disastrous situations, how the ABS feels when it kicks in, how my car performs on turns at high rates of speed, and on and on.

I found out about the Drivers School through Mike Mills, from whom I purchased my '93 325i. Mike's enthusiasm was so infectious that I decided I would try the Drivers School, if only once. I must confess that I was a little reluctant about the whole thing. As I drove to West Virginia EARLY on Saturday morning, I was asking myself "Why in the world have I signed up for this? There are probably going to be a

bunch of snobbish, experienced drivers who will not be too welcoming to a newcomer, especially a female." Not so! Everyone that I met during the day was extremely friendly and helpful. I felt very comfortable and I am looking forward to the next Drivers School in May.

When I registered for the School, I received an information package which included Guidelines describing what to do before the event (car maintenance); what to bring to the event; how to get to the track; what to do upon arriving at the track; who's in charge before, during, and after the driving sessions; and a map of the Summit Point Raceway. Any questions I had were answered in the Guidelines. I was happy about that because I had LOTS of questions!

The objectives of the driving school are twofold: first, to teach you about your car and what it can do; second, to give you a chance to enjoy driving your car under controlled conditions. I feel that I achieved both objectives! Hopefully, I won't be faced with an urgent braking situation, but if I am, I feel better prepared than I was prior to last Saturday.

When I arrived at the track, as the directions



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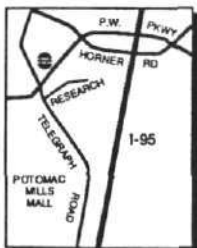
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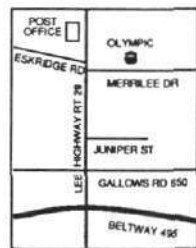
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First-Timer...

stated, I checked in, readied my car by filling with gas, adjusting the tire pressure (gas pump and air pressure hoses are conveniently located at the track) taped my assigned numbers to my rear & side windows, and reported to the classroom.

The session began with a classroom presentation to familiarize everyone with the track and what the day's schedule was. (NOTE: There is a qualified instructor riding with you at all times.) The morning's driving began with braking exercises on the upper track, an oval shaped portion of the full track. There were also turning exercises at as high a speed as one can manage on the skid pad. (Don't be intimidated by the name; I think it's impossible to skid on the skid pad. And my car could manage a lot more than I could!) In the afternoon, driving exercises took place on the full track, a 2-mile track with 10 turns of varying degrees. This was my favorite part of the day. I could drive as fast as I felt comfortable driving, I was in a controlled environment, and I drove through turns at a greater rate of acceleration than I previously thought I could manage. Great

feeling! Interspersed with the driving exercises were informative classroom discussions and a great lunch. The day began at 9:00 AM and lasted until approximately 5:00 PM. It was a day of intense mental concentration and was totally exhilarating!

As a result of participating in the Drivers School, I feel that I have gained an even greater appreciation of my BMW, but more importantly, a greater level of comfort in my ability to handle it during a crisis situation. I have always felt that any limitations were with me rather than with my automobile. That fact was confirmed for me last Saturday! However, I believe with continued practice and participation in the Drivers School, I and anyone else who participates will become a more skilled, effective, and safe driver. I truly endorse the program and encourage those of you who have not yet taken the opportunity to participate in the Drivers School to do so as soon as you possibly can. I guarantee that you will not be disappointed. It truly is a positive learning experience and a great deal of excitement and fun. 🏁

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So You Want to Go Racing

by Dave Baker

Photos by
Chris Leeper

It seems like ever since I've been driving (or probably even before), I thought racing was something I would like to try. (It looked easy on TV.) I never really figured that I would have much chance, but the idea stayed with me over the years. I've always enjoyed driving fun, sporty cars (one of which was a '76 2002) on all the neat back roads I could find, and figured I knew what I was doing. Until recently, I never got any closer to racing than watching a few live races, and didn't have much of an idea on how to get more involved.

After buying an M3 in 1989, I knew I had to find a way to at least enjoy some of the driving potential that it offered. I had always known about Summit Point but had never had an occasion to learn anything about it. In researching it, I heard that the BMW club actually rented the track for their members and let them drive on it! WOW, could this be true? I joined the club almost immediately. I learned that the BMW club did indeed have something they called "Driver's Schools" where the students get a chance to drive on the track - not 'racing' but still a chance to learn how to properly drive on a sporty road course. I learned that the BMW club also did a lot of other neat stuff - but the rest of der Bayerische will tell you about that. However, one of the other events was the 'corral' at the SCCA races. This appealed to me, since it seemed like a nice way to get a little closer to real racing. In fact my wife Debbie and I spent the day after we

got married at a BMW corral for an SCCA vintage race (she learned she was in trouble early.) From the corrals, I got to see some of the behind-the-scenes aspects of racing, and from the driver's schools I got to experience some of the on-track excitement.

I got involved in driver's schools and I enjoyed them immensely. I remember my first ride with an instructor and how surprised I was at just what high-performance driving was really like. It was a lot different than sporty driving on back roads. I realized I had a bit of learning to do after all. Once I got into it and began improving, it turned out that just driving at the BMW schools wasn't enough for me (as is true for most of those who enjoy it as much as I do.) I also participated in some other car club schools and at other tracks as well. Last year I was asked if I would like to instruct at the schools myself, so it was now my turn to try and help others learn how to get all the enjoyment out of their cars, like I had.

At the same time I was gaining some track driving experience, Debbie and I began attending most of the SCCA races, even when there was no corral, partly just to learn as much as we could about what it would take to get into racing. We enjoyed watching the races with BMWs (especially the ITB class) since we had gotten to know several of the drivers through the club, and I still had the idea that I would enjoy racing, especially now that I had a taste of driving on a track.

Left:

Leah Epting, recent winner at Nelson Ledges, runs Atilla out of the carousel.

Right:

Mike Richards, who recently set a lap record at Summit Point, is a fast and rising racer.



So You Want to Go Racing

I had pretty much decided that if I was going to 'go racing' I would like to do it in a 2002. There were lots of reasons for this choice (BMW club support, it's a neat car, the ITB class is very competitive, the other drivers seemed like a great group, etc.). In the fall of '91 a great opportunity to get started presented itself. Through the club I heard that Ed York (another club member and one of the most competitive drivers in the class) was going to sell his car and build a new one for himself for the next season. The fall was a perfect time to get started, since in order to race it is first necessary to attend (and pass) two SCCA race schools. The SCCA offers one in the fall and another in the spring, so it would have been possible to start racing the next season if I wanted to act quickly. Since I was not yet sure if I was ready, I passed up the car. However, I did meet Ed while talking to him about it, and that probably helped my start in racing more than buying his car. Both of us being from the Mount Airy, MD, area (I live there, and he owns an automotive repair shop there - York Automotive) and having the same taste and enthusiasm for BMWs, we became very good friends (as did our wives.) While still trying to learn more about racing, I 'crewed' for Ed through the '92 season. This was very enlightening for me (I'm not sure how much good it did Ed, but it was good of him to put up with me.) I learned a lot about what was really involved and decided it was something I would like to try after all.

As chance would have it, in the fall of last year, I got another chance at a 2002 ITB car.

Another BMW club member (Jon Miller) was going to sell his car, and this time I decided I was ready to give it a try. I ended up buying it and got ready to 'go racing.'

Getting ready to race was pretty involved even with a car that was mostly ready to go. Having Ed's help (in the form of York Automotive) played a big part. Luckily for me, he is intimately familiar with BMWs and he is helping and teaching me a lot as I go. As you will see if you make it to an SCCA race (or a BMW school,) the car doesn't look the same as it did when Jon was driving it. This is compliments of another sponsor (Precision Autobody) who donated the materials to repaint it. It now resembles a white one (Ed's) that is usually running up in the front of the pack. Mine is the red one with a sort of York Automotive team look to it. Hopefully, with time, it will be up there toward the front also. Unfortunately, the ITB class, with sometimes close to fifteen 2002s, is one of the most competitive you will see at a Regional SCCA race. There are a lot of good drivers with a lot of experience, so it may be a while.

In doing the fall and spring SCCA racing schools, I was happy to discover that all of my BMW drivers schools gave me a good start at learning to race. The two schools were similar to the BMW schools except that they stress

continued on next page



Left:

Author, Dave Baker, running his recently refurbished ITB car (formerly John Miller's car).

Right:

Alan Green and his red # 4

So You Want to Go Racing

Continued from Page 17

doing things that are frowned at during the BMW schools, like learning how to drive fast 'off the line', passing anywhere you can, or racing side by side through the chute or the carousel. It helped to already know how to drive 'the line,' but it hadn't prepared me for everything. (It turns out that riding with Ed under semi-race conditions was as enlightening to me as was my first ride with an instructor at a BMW school - another level of learning to be had!) I discovered that learning to 'race' well is a lot different than knowing how to drive the track. But this, like learning how to drive at the BMW schools, is going to have to be learned through time and experience. Racing requires new driving skills which I have had a taste of through my two schools, and my first race, but still have a long way to go to get good at it.

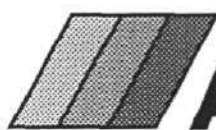
You stay a lot busier at the race schools than at a BMW school, and don't have much time to worry about anything but driving, so it is really important to have some good 'crew' help to

look after the car. Mine was in the form of Harry Warren (another BMW club member that you will see instructing at the BMW schools) and Steve Graalman (Regional SCCA champion in the SSGT class.) They made it much easier for me to get through the schools. Unfortunately for them, both of my schools were up to typical Summit Point standards (cold, hard rain.) Harry also plans to help out at most of my races, which will make it a lot easier to concentrate on racing (important for a rookie.)

My first race was a lot of fun, and I'm looking forward to more. Unfortunately my carburetor gave up the ghost on the twelfth lap (of 15) and I couldn't finish, but at least I was credited with an official race, and it was great while it lasted. It was encouraging to have a lot of BMW friends there rooting us on. It's enjoyable when you know that somebody who appreciates the sport as much as you do is watching and cheering. And, the BMW fans won't ever be disappointed, since 4 or 5 of the top six positions are usually BMWs.

It turns out that racing is a lot tougher than

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good drivers make it look. It also requires a lot of preparation, maintenance, and hard work (especially if you want a car that can be competitive) which means time, effort, money, and support. Those of us who drive BMWs are lucky to have the club to help with some of this. Keep coming out and cheering for those Bimmers! ☺

So You Want to Go Racing



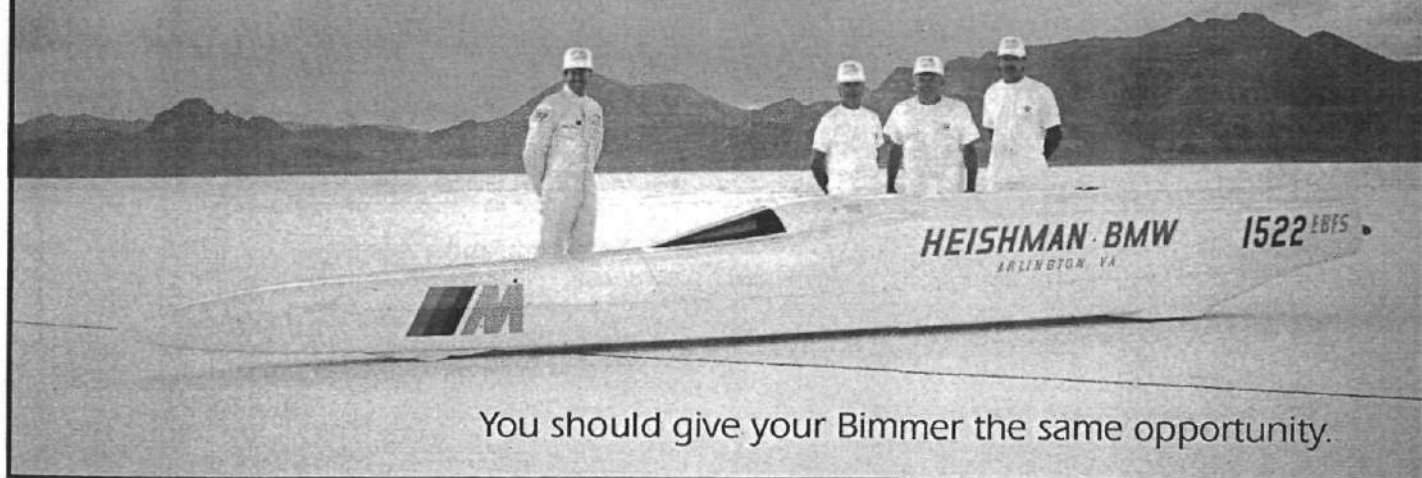
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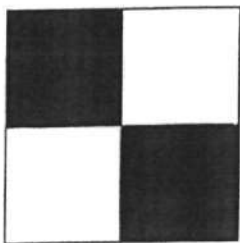
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Woody's Competition Corner

by Woody Hair

The National Capital Chapter will host a "championship" autocross on Sunday, July 25, at Fort Meade, MD. Briefly, this is the 6th event in a series sponsored by various member clubs of the Metropolitan Washington Council of Sports Car Clubs. Drivers compete in one of 19 different classes. Sixteen of the classes are based on the car's potential performance and level of modifications. There are special classes for women, novices, and vintage cars if the entrants don't wish to run in the regular classes. Prior autocross experience is not required and loaner helmets are provided.

Owners of cars built before 1973 should be especially interested in the council's new Vintage class. There must be lots of 1600s and 2002s out there that haven't been run in anger in years. A 1960 Jaguar sedan has been winning this class so far without any competition. Requirements are that the car be relatively stock and sticky autocross tires are prohibited.

Despite the requirement for helmets, autocrossing is a very safe activity. One at a time, cars run through a 1/2 mile course marked by traffic cones. The site for our event

is a large parking lot at the National Security Agency facility on the north end of Fort Meade, just off the Washington-Baltimore Parkway. Typical speeds will range from 20 to 50mph so a premium is placed on car handling and driver skill. The \$15 entry fee gives each competitor three official runs. Entrants get their 3 runs in one of four heats, with a maximum of 30 cars per heat. An opportunity to walk the course is provided before each heat. There is no practice at this event. A two-second penalty is assessed for each pylon knocked over and the fastest of the three runs counts.

The first heat will start no earlier than 10:00 am, with the second no earlier than 11:30, 3rd 12:30 and 4th 2:00. These events are quite popular and telephone pre-registration by July 18 is highly recommended. Pick the time you would like to run and call David Lassalle at 301-317-1461 evenings. If you are not sure you want to drive, we tentatively have a practice event scheduled on July 18. Call David for details. At least come out and spectate or volunteer to help work during one of the heats. Autocrossing is a labor intensive activity. Note

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that photography or videotaping at the NSA facility is verboten so leave the camera at home.

MARRS Results: 2002s continue to dominate the Improved Touring B class in local SCCA races. On April 17 at Summit Point, John Weaver barely beat Ed York for the win followed by Alan Green, a Volvo and Leah Epting. The Mid-Atlantic Series went to Nelson Ledges, Ohio for the first time on May 23rd. Leah Epting won her first race after a spirited dice with Ed York's foul-steering 2002. Pole sitter Steve Hammond was third.

SPEED SHIFTS: Old (E-30) versions of the M3, lacking factory support, have been also-rans in the German Touring Car Championship this year.

Mercedes's competition is coming from Alfa Romeo 155s with turbos and 4WD. The British Touring Car series limits engines to 2 liters and BMW has been winning so far with the 4-door 318i. These cars are quite modified and use 2.0 liter engines. In the first four championship autocrosses through May 23, David Lassalle has three wins in his C-

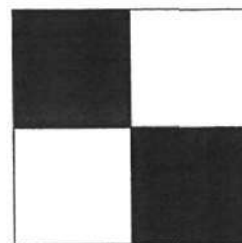
Stock 325is (he missed one event). Tom Baruch took one F-Street Prepared win in his late 3.0 CS and Bob Hausmann has a win and several 2nds in his 533i. In his only event, Brian Hair (325is) won the D-Street Prepared class. CRUNCH ☺

CORRECTIONS

Like the Washington Post, we sometimes have to make corrections. Two lines were left out of the Competition Corner column in the last issue. The resulting sentences were grammatically correct but otherwise totally wrong. The correct sentences with the missing parts in italics:

"Mark Donohue suffered a fatal injury while *practicing for the Austrian GP in 1975.* David spent last year running in the NASCAR Busch Grand National series."

"David Lassalle said he really likes his new *BF Goodrich T/A R1 tires bought from our autocross sponsor,* Merchants Tire Company."



Woody's Competition Corner

Competition Corner
Calendar on next page

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Competition Corner Calendar

July 11.....SCCA MARRS Races, Summit Point, WV
 July 18.....NCC Autocross (tentative)
 July 18.....NASCAR Winston Cup, Pocono, PA
 July 18.....Wash Rally Club Rally, DC Area
 July 24.....SCCA Trans-Am/World Challenge/Pro Shelby, Lime Rock, CT
 July 25.....NCC Championship Autocross, Ft Meade, MD
 Aug 7-8NASCAR Winston Cup/SCCA Trans-Am, Watkins Glen, NY
 Aug 22Lotus Club Champ Autocross, DC Area
 Aug 23-27Oktoberfest, Rohnert Park, CA
 Aug 29Z-Car Club Rally, DC Area
 Sept 5-6SCCA MARRS Races, Summit Point, WV
 Sept 12Shelby Club Champ Autocross, DC Area
 Sept 11-12Indy Cars/SCCA Trans-Am, Mid-Ohio
 Sept 11NASCAR Winston Cup, Richmond, VA
 Sept 19Z-Car Club Champ Autocross, DC Area
 Sept 19NASCAR Winston Cup, Dover DE



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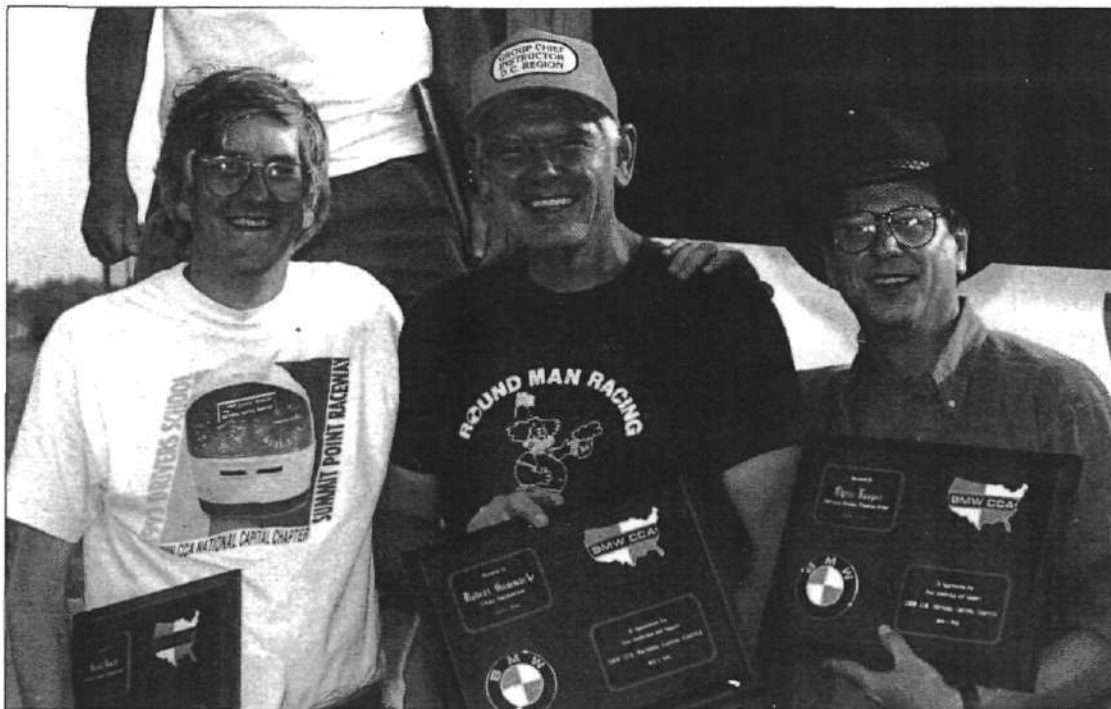
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Among those who received plaques of appreciation for all of their invaluable input to the National Capital Chapter's events and organization were (from left to right) David Roach, Bob Gammache, and Chris Leeper.

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NCC Stars at Deutsche Marque Concours

Once again another Deutsche Marque Concours has come and gone. This time though with quite a difference . . . we had more cars than both the other marques combined and the largest turn-out of BMWs in the history of the event. Thus, I'd like to extend a hearty Thank You to all those who participated and/or helped make the event run smoothly. I must admit, I thoroughly enjoyed the look on the faces of the Mercedes and Porsche club folks as the seemingly endless stream of Bimmers just kept rolling onto the field. Once again I look forward to seeing an even larger turn-out next year, as I do expect the other marques to retaliate! I'd also like to thank BMW Fairfax, Excluservice, Autothority, and Racing Dynamics for supporting this event. Oh yeah, don't forget the Peoples Choice concours to be held in conjunction with our annual crab feast on August 7th. Until next time . . . keep the shiny side up! ☺



The largest turn-out of BMWs yet!

Photo by Gardner Taliaferro

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3rd placeLawrence Menefee67 1600
4th placeAshton Menefee76 2002

3 Series:

1st placeByron McCaully &
Sueann Meskill88 325is
2nd placeDick Bergen92 325is
3rd placeGreg Wager92 325i
4th placeMike Nader92 325is

Coupe:

1st placeLee Barnes72 3.0cs
2nd placeJan Blais86 735i
3rd placeJohn Estep73 3.0s
4th placeBob Payne85 635csi

Display Class:

1st placeMike Early56 Isetta
2nd placeScott Vincentez92 325i
3rd placeAnthony Muller72 3.0cs race car
4th placePhil Marx70 1600 Cabrio
5th placeEd Nazarko81 M535i

Best of Marque:

Bob Warren 1968 1600 Cabriolet

Judges Choice:

Greg Garback 1985 528e

More Concours photos on following pages

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Membership Drive a Success

Our chapter's membership drive (Dec. 1 to Mar. 31) ended recently and for the first time, the National Capital Chapter membership rolls passed 2000 — we've got 2010 members to be exact, which makes us the second largest BMW CCA chapter in the nation, not far behind the Golden Gate chapter. As we promised back in January, prizes would be awarded at the end of the drive. Participation in the contest was outstanding. We had more "old" members sponsoring and recruiting new members than ever before. There was a five-way tie for the member sponsoring the most new recruits: Ed Aitkenhead, Dwight Derr, Mike Mills, Russ Parise, and Dave

Roach. Dave Roach won \$100 in a random drawing from among those five. More than 50 individuals sponsored at least one new member, and Fred Meloan was the lucky winner of \$100 awarded in a second random drawing.

Congratulations and thanks to everyone who participated. Special thanks also to the dealers and independent shops whose names keep appearing in the der Bayerische as new-member sponsors. Anyone who needs a supply of membership applications can call Dick Bergen (703-938-4680 eves.). ☺

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Beers, Patricia	'72 2002		English, Rick	
Bernstein, Alan	'89 M3	Dick Bergen	Ernst, David	John Kenworthy
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Bishop, Joe	'92 325	Jim Liles	Frantzen, Doug	Joseph Sadowy
Blythe, Bart	'85 535i	Ed Aitkenhead	Frantzen, Douglas J.	'93 740i Mike Mills
Boardman, John	'91 318is	John Witt	Frye, Jay	'71 2002 David Roach
Boger, William	'82 320i, '87 L6	ByronMcCauley	Gallahan, Patrick	'78 320i, '84 318i
Brown, Jeff			Gaskins, Earl & Shirley	'93 325is Ed Aitkenhead
Buchsbaum, Jeffrey			Gieseler, Linda Shea	BMW of Fairfax
Buckley, Michael	'86 635 CSI	Larry Hazel	Goldsborough, Robert	'74 3.0 CSI Dwight Derr
Butts, Fred			Goodman, David	
Byrne, James			Gross, Perry	'87 IL6
Byrum, William	'86 325	Alvin Byrum	Hagan, J. Carroll	'89 735i J. Mark Hagan
Canavan, R. J.	'92 325	Jim Lyons	Hairston, Luke	'84 733i Mike Mills
Chichester, Dick	'78 320i	Ed Aitkenhead	Hall, Bryan	'88 M3
Collie, Duane	'90 535i	Richard Collie	Harbolick, Paul	'86 325e
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Dela Rosa, Jorge	'88 535i		Herbert, Carlton	'83 633 CSI
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Knight, Woodrow	'84 318i		Rogers, Michael	'71 1600, '73 2002	Andrew Cott
Kusuda, Robert					
Lee, Gerald	'93 325is		Romanchuk, Stephan & Kim		Dave Roach
Lewis, Steve		M. Davis	Spence, Matt	318i	
Liang, Don			Stockton, Scott		Dave Roach
Litz, Ron	'89 VW Fox	David Roach	Thomas, Melvin	'93 325i	
Long, Brenson			Thurner, Terence	'90 750L	
Masse, Kurt	'73 2002		Trujillo, Reggie	'72 2002	
Maher, M. Robert	'85 635 CSI	Michael Whitley	Turner, Brenda		
Maxwell, Edward	'92 525i	BMW of Fairfax	Turrentine, William	'86 325es	
McDonald, Carmen	'80 320i		Von Lange, Ed	'85 635 CSI	
Mekem, Moazzam	'85 745		Washington, James	'92 535i	
Miller, Frederic			Webb, Endolyn		
Mitchell, Ken & Will	'72 Bavaria		Weber, Keith		
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Morgan, Gary	85 6p35 CSI	J. Jones			
Morgenstern, Michael	'88 635 CSI	Roger Hayman	Woodell, Philip	'92 325is	
Murphy, Howard			Yousefzadeh, Farshid	'86 325, '92 325is	
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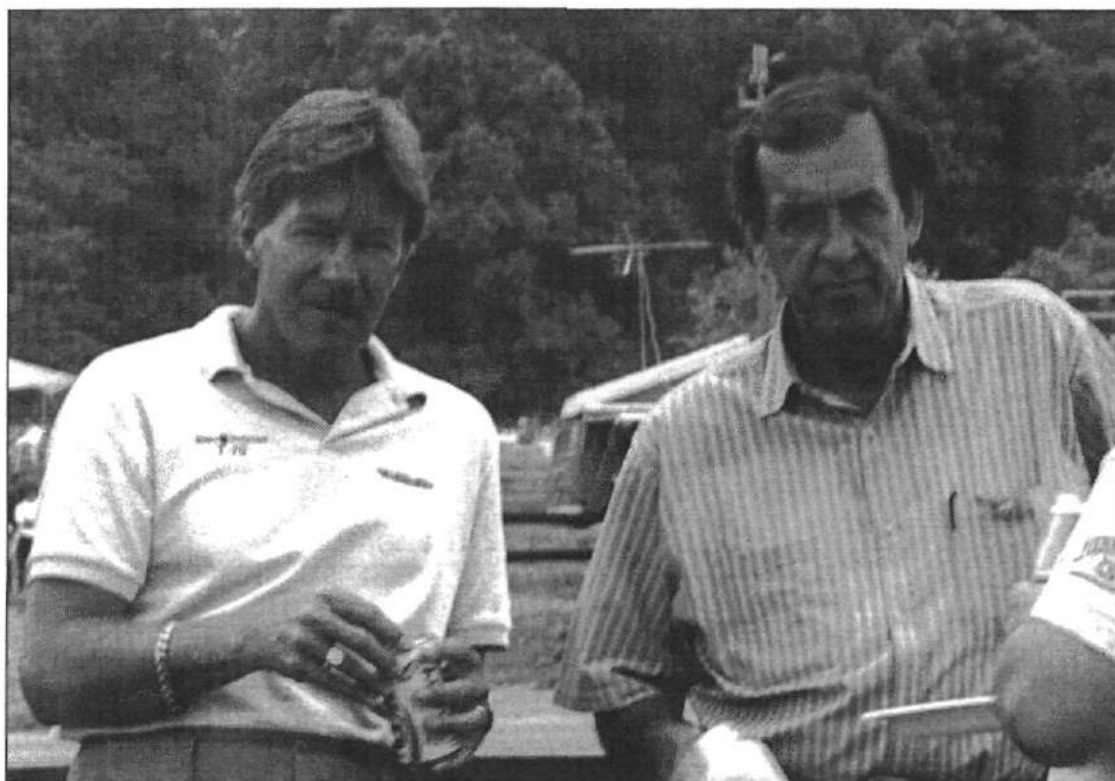
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